

**WAIKIKI LIVABLE COMMUNITY PROJECT
PUBLIC WORKSHOP – OCTOBER 29, 2002
NOTES – ALA WAI BOULEVARD**

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SESSION #1 (3:30PM TO 5:00PM)

Introduction

Individual introductions

The group discussed 4 possible ways of conducting the discussion:

1. Look at assets that exist now and enhance those assets
2. Individuals each get a chance to speak their concerns (go around circle)
3. Discuss proposals
4. Look at the 8 livability elements as they relate to Ala Wai

Assets are things that are valuable. Identify them and then preserve them.

- The Ala Wai Canal itself
- Beautification of Ala Wai Canal
- Envision Ala Wai as a corridor of activities
 - Golfing, paddling, walking, jogging
 - Relationship between Kapi'olani Boulevard and Ala Wai Boulevard
 - Coning on Kapi'olani Blvd and traffic during rush hour
- Ala Wai Golf Course
 - Mauka Paths will ruin it
- Ala Wai Blvd is important for transportation and parking (as an ingress and egress from Mauka-Makai streets)

CONCERNS

- **Livability Element # 1** – Pedestrian Friendly Amenities & Attractions
 - People fall into the Ala Wai – need fences/rails
 - Mauka-Makai streets – the trees diminished the carrying capacity of the roads and sidewalks. ADA maneuverability needed, bikes run people over on sidewalks
 - Don't want hula hâlau by library because of noise
 - Lighting is a problem for sleeping residents; need shielded lighting
 - Big trees shelter lights – make it unsafe
 - Ala Wai is removed from view of police sub station
- **Livability Element # 2** – Gateways & Links to Waikiki
 - The view planes at Ala Wai and McCully bridge (present coconut trees obstruct view)
 - McCully bridge has been narrowed down to 1 sidewalk - reduces carrying capacity – building bridges with narrow sidewalks is bad – unsafe.

- No bridge over the Ala Wai
- Ala Wai canal is a registered historic site – view planes need to be protected
- Pedestrian bridge will promote loitering in parks – buses and taxis can be the way out of Waikîkî
- No bridges across (pedestrian or vehicle)
- Don't change existing uses (Golf Course) – recognize current uses
- Golf Balls are dangerous to pedestrians – can't have mauka path
- Mauka Golf Course shouldn't be touched (it makes the most \$\$)
- Turn the golf course into a park or use it for some other recreational purpose
- **Livability Element # 3 – Featuring Waters Around Waikiki**
 - During the 60's, boats lined the Ala Wai – boating is not new – it was going on then.
 - A 100-yr flood will make banks 7 feet higher
 - Ala Wai drains well, but it can flood. A flood will make it difficult to have boat docks, but the Ala Wai can share with boats. Once Ala Wai is dredged, there is room to share.
 - Can't have a no power boats blanket rule
 - Canal is a cultural area – should be sensitive to cultural and recreational aspects of the area (tourists come for the culture. Combining commercialism with culture conflicts)
 - The condition of the canal – treatment of water before release into the ocean. After a storm, there are trees in the canal and the water quality is poor. Want clean water.
 - The canal was dredged to make it deep enough for tour boats
 - No pollution and boats in the canal
 - This is Hawai'i, not Vienna or Miami
 - No tourism aspect in the Ala Wai – water taxis will only see high rises on the makai side of the canal, not the beach
 - Don't want motor boats
 - No commercial boating
- **Livability Element # 5 – Bicycling As Viable Transportation**
 - Bike lanes deal with bike traffic going Ewa and not the other way on Ala Wai – bikes hit people
- **Livability Element # 6 – Convenient & Affordable Transportation**
 - Waikîkî has the most bus services, tours, taxi and transportation services in the state. Need things that are doable
 - There should be no parking lot area at Jefferson School
 - No conversion of empty lot at Ala Wai into a parking lot
 - New proposals shouldn't interfere with Ala Wai traffic on Ala Wai Boulevard – it shouldn't restrict traffic
 - BRT puts more pressure on Ala Wai Blvd. Traffic is constricted on Kûhiô and Kalâkaua.
 - Federal grant paid with transportation money, so issues other than transportation will get eliminated. Those concepts will be lost. The first 1-6 livability elements deal with transportation
 - Emergency vehicle mobility needs to be taken into account

- Parking was eliminated on Kalâkaua and buses too. There is no docking base for businesses on Kalâkaua. Kûhiô got buses – which eliminated parking & docking. Eliminating one more lane on Kûhiô will make more pressure on the Ala Wai.
- Development eliminates streets (i.e. Duty Free) – it adds to problems
- Ala Wai is an inundation zone – If Kalâkaua gets closed, all you have is Kûhiô in and Ala Wai out of Waikîkî
- **Other Concerns:**
 - Participation of City/State agencies that deal with Emergency Response (Police, Fire, Ambulance) in this process
 - Recognize Ala Wai as the buffer between residents and tourists – keep it as a visual buffer
 - Don't need to reinvent the wheel – Be practical!
 - Add carrying capacity under Ala Wai vision statement
 - 2 elements at the Ala Wai – the traffic (it will always be there) and the canal (beauty)
 - Convention Center puts pressure on Waikîkî
 - Some peoples' visions infringe on others
 - Increased population and density
 - Can't have rampant development
 - Peace at night – people hang out there [Ala Wai] and throw garbage, make noise.
 - No 2nd Waikîkî in neighboring communities; keep peace and quiet
 - Livability means quiet, calm, peaceful, beautiful water, paddle boats. So much noise when convention center was built and when the canal is being dredged.
 - Pressure of the hotel industry pushes into residential area. Commercial Waikîkî has taken advantage of residents. Restricting Waikîkî imposes on surrounding residences.

IDEAS

- **Livability Element # 1 – Pedestrian Friendly Amenities & Attractions**
 - Make better use of mauka bank of Ala Wai (recreation, bike path)
 - Shut down 1 or 2 lanes of Ala Wai Blvd. To make it green – promenades (bike lanes)
 - Ala Wai can't exist as a microcosm. Have to balance the push from the hotel industry. Residents can appreciate the canal (mauka side). Take care of all communities (Waikîkî, McCully-Mô'ili'ili, Kaimukî, Kapahulu). Pay attention to the social and cultural stage for recreation and culture. Possibility of a hula hâlau on top of canoe hâlau (Library site).
 - Continue beautification of Ala Wai – extend promenade all the way from the Convention Center
 - "Lauhala Lane" - lauhala trees (near convention center), then move the existing veteran's center to the Natatorium and have a grass shack at existing veteran's center where people can make lauhala hats
 - The continued promenade is a plus for pedestrians
 - Police Toll house will increase safety on the Ala Wai

- There is a junction for a cultural stage where Kapi'olani meets Kūhiō.
- **Livability Element # 2 – Gateways & Links to Waikiki**
 - Don't take away existing recreational resources (Golf Course) – ground rule that you can't change existing uses
- **Livability Element # 3 – Featuring Waters Around Waikiki**
 - Paddle boats to paddle in the Ala Wai (rentals)
 - Using Ala Wai for transit (water taxi system), must have non-interference with recreational use
 - Finish Canal – Kapahulu end out to the sea
 - i. Problematic because water will go out to Waikīkī Beach, and is that what people want?
 - No commercialization of Ala Wai – we don't need it
 - Swim at Ala Wai; desire to have it clean enough to swim in
 - Ala Wai share canal with paddlers and boaters (commercial)
 - Water taxi will not be commercial activity – electric boat (environmentally sensitive), no noise, culturally designed
 - Preserve recreational access for fishing along the Ala Wai
 - Build holding basin at Date St./Mānoa stream to stop sedimentation - it will then slow down need for dredging
- **Livability Element # 5 – Bicycling As Viable Transportation**
 - Bike paths and widening walkways are good
 - Do not reduce traffic lanes on Ala Wai Blvd. Use existing parking lane & vary parking times – build bike path and widen walkway and allow parking in adjacent traffic lane overnight. It won't reduce traffic during day time hours
 - Connect Ala Moana Park with Kapi'olani park with bike paths
 - Bike lane plan to go 'Ewa and Diamond Head on Ala Wai (bi-directional bike path)
- **Livability Element # 6 – Convenient & Affordable Transportation**
 - Make Kūhiō one way and Kalākaua one way to service Waikīkī
 - Reduce traffic
 - Reduce noise – (scooters, mufflers, motorcycles, boom boxes) – perhaps with evening ticketing
- **Other Concerns:**
 - Waikīkī residents must band together with McCully-Mō'ili'ili, Kaimukī, Kapahulu residents for long-term solution to avoid pitting communities against one another
 - Must have regional solutions – not just a 1 Blvd. solution.
 - Buy-in from tourism industry to support residents, recreation, and culture

SESSION #2 (6:00PM – 7:30PM)

Reviewed Vision Statement

Ryan Snyder reviewed concepts:

- Enhance Pedestrian Scale Landscaping (trees, plants, fragrances)

- Benches, fountains, sidewalks, amenities (light posts, fountains, interpretive signs, trail markers, crosswalks, intersections)
- Bridges (pedestrian/ bike bridges)
- Water Taxi and gondolas
- Stage for water related activities (canoe races, boat parades, dragon boat races)
- Open air markets, art exhibits, farmer's market
- Floating cafes and produce vendors – cultural activities
- Dining, retail, and canal oriented recreation center at the Ala Wai Library site

DISCUSSION

- **Vision Statement** – add: “preserve historic and natural assets”
- **Livability Element # 1- Pedestrian Friendly Amenities & Attractions**
 - Negatives:
 - Negative impacts of enhancing pedestrian scale landscaping (cutting into traffic lanes, maintenance and cost of maintenance – already under funded and under manned).
 - 3-way trade off – traffic lanes, landscape, bike paths. Viable community needs compromise. Tradeoff 1 lane for landscape and bike path
 - Bushes allow for unsafe activity (need to be careful of landscape choices)
 - Repair sidewalks
 - Positives
 - Citizens always ask what the city can do for them, we should ask what can we do for the city. Citizens can volunteer to landscape where they live and maintain it
 - The city should recognize these efforts – civic recognition program
 - Volunteer groups and organizations can volunteer to maintain the streetscape
 - Hotels already care for makai side of the Ala Wai
 - Low profile landscaping for security/safety reasons.
 - Loulu and other types of native plants prove to be viable and nice. Fits in better with climate. Beautiful colors.
- **Benches/Fountains:**
 - Negatives:
 - No commercialization (i.e. big orange hibiscus painted on asphalt)
 - Adding clutter and confusion – too many design elements. Simplify.
 - Simplified design elements along corridor
 - Accentuate existing assets/surroundings
 - Opened up and beautified with landscaping
 - Kûhiô is ‘ugly’ – Kalâkaua and Ala Wai are nice
 - Drinking fountains should work!
 - Paintings (designs) are hard to maintain
 - Differentiate between different corridors – Must be natural and low maintenance
 - Don’t waste money on water fountains – people carry water bottles anyway, and it will increase upkeep cost and allow for vandalism
 - Less is more – simplicity is key

- Positives:
 - Enhance natural beauty with simplicity
 - Use distinctive markings and themes consistently. Connections and continuity of design elements with subtle features
 - Reducing lands, pavement changes, make pedestrian crossings safer
 - What streets turn to where? Signage and directional markings that tell you where you are on the Ala Wai relative to Kalâkaua Landmarks (i.e. “you just passed the Royal Hawaiian)
- **Livability Element # 2 – Gateways & Links To Waikîkî**
 - Negatives:
 - Don’t need bridge to the Golf Course – it leads to nowhere
 - Mauka residents don’t feel new bridges are necessary – don’t make it easy for troublemakers that “dump on McCully and Mô’ili’ili.
 - Where is the bridge going to lead? McCully-Mô’ili’ili don’t want it, the Golf Course doesn’t want it
 - The canal is a historic structure – on the historic register. View planes must be protected and bridges will be obstacles to that.
 - What are the guidelines for historic structures?
 - Flying golf balls a danger to pedestrians on mauka path
 - Bridge was previously proposed and didn’t go through
 - Pedestrian bridge over traffic bridge
 - Should be visually pleasing
 - Previous proposal to take 50 feet of golf course for bike path failed
 - Positives:
 - It is a long walk for people without cars if there is no bridge
 - Auto bridge will save car drivers gas at some point between Ala Wai and University (Potential site)
 - Small stream at ‘Iolani School (Pâlolo Stream) site for a small pedestrian/bike bridge
 - Nets at the golf course near mauka path can protect pedestrians from flying golf balls
 - Kâlaimoku to University is the best route out of Waikîkî (walk/bikes)
 - Some people want it (residents, students), some people don’t
- **Livability Element # 3 – Featuring Waters Around Waikîkî**
 - Negatives:
 - Dredging canal is supposed to be every 10 years – need it for decent water – and its been much longer than that
 - Kalâkaua bridge has a “no wake” sign that people ignore – it has to do with the structure of the bridge
 - Commercialized boating impacting paddlers – cultural uses (greatest assets)
 - It should be required that water taxis are electric
 - No motorized vehicles at all
 - What is the need for motorized vehicles? It will go from one to many – it will be jammed packed. Object to it. Look at Hanalei River!

- Concern about commercial boating activities, impact on canoe paddling, pollution, etc.
- San Antonio River walk concept is not right for Ala Wai canal (introducing commercial activities is inappropriate).
- Safety concerns regarding canal banks (railings?)
- Where are you going to hold it (market)? No space/parking as it is
- No more parking spaces (don't want it)
- Repair walls on canal – they are falling apart
- Already have open air markets, etc, at Kapi'olani Park. There is a community center. There are art exhibits at the zoo.
- No retaining wall – someone could fall in.
- There is a farmer's market Saturday's at McCully shopping center
- Improve sidewalks & improve walls – what's already there.

Water Quality must be improved before these ideas can take place

Golf Course.....or park?

Expanding the promenade bumps parking and there is already a parking problem.
Expansion done only if parking is replaced in an immediate area for residents

Overall, the whole plan should be endemic (i.e. no Italian gondolas – everything should be in tune with the sense of place)